

Report on Shipping and Foreign Trade

British Oppose Letting Ships Go to Germany

Better if Ex-Enemy Boats Had Been Sunk. Declares One English Publication; Refusal to Sell Is Urged

Tentons Get Advantage

"Opportunity to Buy Back Their Own Vessels Will Be Welcomed." It Is Said

Considerable opposition has arisen in Great Britain to the action of the British government in throwing open the sale of ex-German vessels to Germany.

According to the London Times, there has been reason to believe that the German government has been working strenuously to secure the return of the vessels.

Commenting on the statement that higher prices could be secured from Germans than from British shipowners, the British shipbuilding and shipping interest says that it is not expected that the British firms should be expected to sell at a price above the current market values for tonnage.

"The higher they bid," it is added, "the more will Germany be credited with, and the greater the relief given to her in providing reparations in sterling. We hold that the happiest course for British shipbuilding and shipping industries would have been to sink the vessels in deep water where they would have been out of harm's way, but as that course, unfortunately, was not taken, we have got to clean up the mess as best we can."

"The only possible excuse for selling the vessels to Germany instead of to the British shipping industry is that the price which the bid is higher. That being so, it follows that the Germans have more money than the British firms, or that they want the ships more than British owners, or else that they are influenced by a combination of both circumstances. In any case, each or all of the reasons seems, or seem, to be good for a refusal on the part of this country to oblige the Germans."

Advantageous to Germany. In the view of The Times and Shipping of London, the whole point is whether or not British ship owners receive the vessels. That paper continues:

As far as some of them are concerned, we think there can be little doubt that they do, providing they can obtain them at a price which they can lower running expenses and the readiness of their government to furnish funds, provided it is invested in tonnage, have a great advantage over British owners. It may be sure that the opportunity to buy back their own ships will be very heartily welcomed by them.

Import from the moral consideration, involving the matter is one of national concern, in that we are supplying the Germans with the means to compete with us, and, indeed, undercut us in the world's freight markets. We have no objection to the Germans taking those vessels which our own people do not want at any price, but that ought to be the limit of the consideration shown them."

Foreign Trade Notes. It is stated that practically the entire Japanese railroads system of 8,000 miles is to be rebuilt at a cost of about \$200,000,000. The Japanese government is to be made standard gauge. In addition, Japan is purchasing a large quantity of electrical equipment.

An increasing number of American businessmen is reported to be visiting Peru for the purpose of making collections. Some American immigration has been noted recently.

Mexican bank rates have been raised and money is tighter. An increased flow of Mexican investment capital is being received.

Large shipments of American electrical goods are reported to have been sent to Brazil. But there is said to be no market for them.

Argentina's imports from Germany are increasing steadily. The goods which are chiefly competitive with those of the United States are manufactures of iron and steel, hardware and paper. Imports from the United States are decreasing.

Fire Record. A. M. 12:00—23rd St. Fire. 12:00—23rd St. Fire. 12:00—23rd St. Fire.

Marine Reports

Figures indicated are standard time. THE TIDES. High water. Low water. Sandy Hook. 10:32 10:30 A. M. 4:12. Heli. 10:32 10:30 A. M. 4:12. Heli. 10:32 10:30 A. M. 4:12.

Winds at Sea. Hatteras to Key West—Fresh east and strong, partly overcast Monday; occasional showers. West Gulf of Mexico—Fresh east and strong, partly overcast Monday; occasional showers.

Arrived Yesterday. Str. Hatteras, Buenos Aires July 23. Montevideo 4. Santos 8. Rio de Janeiro 9. To the Hatteras Steamship Line, with 11 passengers, mails and mail. Str. Hatteras, Buenos Aires July 23. Montevideo 4. Santos 8. Rio de Janeiro 9. To the Hatteras Steamship Line, with 11 passengers, mails and mail.

Due Today. Vessel. Port. Departure. Str. Hatteras, Buenos Aires July 23. Montevideo 4. Santos 8. Rio de Janeiro 9. To the Hatteras Steamship Line, with 11 passengers, mails and mail.

Outgoing Steamships. The hours given below are standard time for daylight saving time. Due Today. Vessel. Port. Departure. Str. Hatteras, Buenos Aires July 23. Montevideo 4. Santos 8. Rio de Janeiro 9. To the Hatteras Steamship Line, with 11 passengers, mails and mail.

Trans-Pacific Mails. The connecting mails close at the General Post Office, New York, at 7:00 p. m., as follows: Japan, Korea and China (especially addressed to San Francisco, steamship Nanking, July 23). China, Siberia, Hawaii, Japan, Korea, (especially addressed to San Francisco, steamship Nanking, July 23).

Reports by Wireless. From the U. S. Naval Station. (Distance is given in miles. Reports are dated at noon unless specified.) Agnew 26 N. N. July 23. Agnew 26 N. N. July 23. Agnew 26 N. N. July 23.

INLAND WATERWAYS. BULK AND PACKAGE FREIGHT. INLAND MARINE CORP. 132 Nassau St. Beckman 4291. This service New York to Buffalo, Chicago and principal lake ports. Via State Barge Canal. LOWER-TARIFF-RATES. Running time 7 days.

In the World of Shipping

Removal of a distinct menace to the American merchant marine was effected last week through the action of the House in refusing to put an import duty on oil.

With ninety out of the one hundred vessels now being built in the United States being equipped to burn oil exclusively, and with the other ten alternately or coal burners, some idea of the importance of fuel oil to American shipping may be gained. Eighty per cent of the Shipping Board's tonnage is oil-burning, and the balance is coal-burning.

One of the few differentials in favor of American shipping lies in its great volume of oil-burning tonnage, and a proposed would have gone far to nullify the advantage held.

Huge Losses Anticipated. Chairman Lusk's statement that the Shipping Board's tonnage was more than it received last year's tonnage, it had been estimated that the Shipping Board's tonnage was losing more than \$100,000,000 a day, so that the chairman's statement did not come as an unduly startling revelation.

Maritime Miscellany. NEW ORLEANS, July 24.—Shipping Board ship CHWOW on leaving this port today ran aground on a bar on the west side of the river, and was damaged. No serious damage.

American Ports. BALTIMORE, July 24.—Arrived: Str. Delmar, London. Baltimore, Md. Str. Delmar, London. Baltimore, Md. Str. Delmar, London. Baltimore, Md.

Foreign Ports. CLEVELAND, July 24.—Arrived: Str. Delmar, London. Baltimore, Md. Str. Delmar, London. Baltimore, Md. Str. Delmar, London. Baltimore, Md.

SHIP REPAIRING. WORLD'S LARGEST SHIP-REPAIR ORGANIZATION. SHIP REPAIRING. WORLD'S LARGEST SHIP-REPAIR ORGANIZATION. SHIP REPAIRING. WORLD'S LARGEST SHIP-REPAIR ORGANIZATION.

Buyers Arrived

(Continued from page thirteen) Frank & Sons, New York. Children's wear, 16 W. 5th St. Schreier Sons, A. Schreier, millinery, 212 W. 4th St.

OTTUMWA, IOWA. W. J. Donelson Co., M. Doran, knit underwear, 401 N. 1st St. Meier & Graves, W. H. Graves, shoes, 212 W. 4th St.

ST. LOUIS. Ely & Walker Dry Goods Co., H. E. Kurk, cottons, 100 N. 3rd St. Stix, Baer & Fuller, M. Ramsey, 212 W. 4th St.

NEW YORK. Frank & Sons, New York. Children's wear, 16 W. 5th St. Schreier Sons, A. Schreier, millinery, 212 W. 4th St.

ST. LOUIS. Ely & Walker Dry Goods Co., H. E. Kurk, cottons, 100 N. 3rd St. Stix, Baer & Fuller, M. Ramsey, 212 W. 4th St.

NEW YORK. Frank & Sons, New York. Children's wear, 16 W. 5th St. Schreier Sons, A. Schreier, millinery, 212 W. 4th St.

ST. LOUIS. Ely & Walker Dry Goods Co., H. E. Kurk, cottons, 100 N. 3rd St. Stix, Baer & Fuller, M. Ramsey, 212 W. 4th St.

NEW YORK. Frank & Sons, New York. Children's wear, 16 W. 5th St. Schreier Sons, A. Schreier, millinery, 212 W. 4th St.

U. S. Ships Lose Ground

While shipping the world over is feeling the effects of the depression, it is disconcerting to find that American tonnage is losing ground to the British.

With 8,000,000 tons more of seagoing shipping than it had a year ago, and a gain of 30 per cent—the American merchant marine is carrying only a third of the tonnage of the British.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Advocates of discriminating duties in favor of imports carried in American vessels declare that the adoption of such duties would reduce the cost of the goods to the consumer.

Homeric's Captain Named

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

Announcement is made by the International Mercantile Marine Company that the command of the 25,000-ton White Star liner Homeric (ex-Columbus) has been given to Captain Alexander E. S. Hamilton.

TRAVEL

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

TRAVEL

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

VALPARAISO, IND. (Travelers' Bureau). Hatteras, ready to sail for London, via Panama, via New York, via New York, via New York.

THE NASSAU

LONG BEACH

The finest hotel in Long Beach, California. Complete with all modern conveniences. Excellent food and service. For reservations, phone Long Beach 100.

PAUL SMITH'S HOTEL

Completely furnished cottages and camps. All outdoor life enjoyed. Address M. F. Whelan, Mgr. Paul Smith's, N. Y.